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An Outline of Industrial History: with Special Reference to Problems of the Present Day. By EDWARD CRESSY. London: Macmillan and Co., 1915. 8vo, pp. xiv+364. \$1.10.

In the words of the author, "the object of this little book is to sketch lightly some of the facts and phenomena which lie between school-boy history and politics of the man." As such it is largely descriptive of the technical progress of Western peoples, though the description is freed from technical terms. Thus, Parts I and II deal with ancient and mediaeval times, while Part III deals with the scientific and technical progress since 1700. In the latter part, which includes most of the text, are included special chapters on the progress of farming, the textiles, fuel and its applications, development of transportation, and the union of science and practice.

The text is not concerned wholly with technical progress, however. In the last hundred pages or so, attention is paid to the combinations of capital, the conflict between capital and labor, the extension of the franchise, the change in the function of the state, and national education. A brief chapter is also devoted to the growth of economic thought, and to the differences between modern economic theory and the classical theory.

It is apparently the author's intention to present a readable book which will reveal to the elementary student the larger aspects of the growth of technology and their relation to economics. In this aim he seems to have succeeded. For American students, however, one could wish that more references had been made to American experience.

The Law of the Constitution. By A. V. DICEY. 8th edition. London: Macmillan, 1915. 8vo, pp. cv+577. \$3.00 net.

"The body of this work is the eighth edition, or rather a reprint of the seventh edition, of the *Law of the Constitution* first published in 1885. It is, however, accompanied by a new Introduction. This Introduction is written with two objects. The first object is to trace and comment upon the way in which the main principles of our constitution, as expounded by me, may have been affected either by changes of law or by changes of the working of the constitution which have occurred during the last thirty years (1884-1914). The second object of this Introduction is to state and analyze the main constitutional ideas which may fairly be called new, either because they have come into existence during the last thirty years, or because (what is more frequently the case) they have in England begun to exert a new and noticeable influence."

The Introduction, which is the distinguishing feature of the last edition of this standard work, is to be noted for its conservative estimate of the efficacy of the new constitutional ideas of woman suffrage, proportional representation, federalism, and the referendum, in securing the ideals of democracy. At the end of the Introduction, the sober spirit that pervades the entire dis-

cussion is summed up in a battle-cry of a united British empire for the fundamental principles of human liberties. It is a plea for the perpetuation of the most cherished elements of the British constitution, on the eve of a great contest that has threatened the very existence of Britain and British constitutionalism.

The Commodities Clause. By THOMAS LATIMER KIBLER. Washington, D.C.: John Byrne & Co., 1916. 8vo, pp. 178.

The reader might be led by the title of this instructive work to conclude that it is a thoroughgoing technical treatise on the legal aspects of railroad reform legislation; but he will find rather an interesting story of the conditions which gave rise to the necessity for the enactment of the clause in question, and a vivid description of the various stages through which the act passed in the process of its making, due to the conflict of interests in Congress. Last of all but not least, Mr. Kibler shows in what respects the act is weak and has not served the purpose for which it was intended, and points out a remedial course of action.

The aim of the Commodities Clause was to eliminate the possibility of a railroad company's owning mines or oil property and at the same time carrying the products of these mines or oil wells. A separation of the interests was supposed to do away with discrimination against competitors and to diminish the tendency toward monopoly. But the clause in its final form left a loophole whereby the railroads may own and operate coal mines, "sell" the coal to a sales company which is under its control, and continue to haul the product of the mine. It is a simple evasion of the spirit of the law and can be remedied by forbidding any railroad company to own mines in the territory which it serves. This would take away the incentive for discrimination and discourage such a merger of large interests of this nature.

A Legal Minimum Wage. By JOHN O'GRADY. (Dissertation, Catholic University of America.) Washington: privately printed, 1915. Pp. 138.

This is a brief summary of the modern minimum wage movement and its results in different countries. As an introduction to this movement two chapters of historical narrative are given, sketching the attempts at wage control prior to the *laissez-faire* movement, and also gild and statutory regulations during the Middle Ages. Chapters follow on the arbitration and wages-board systems in New Zealand and Victoria and in England and Wales. The results of the foregoing have been satisfactory, concludes the writer, although many non-juridical factors have contributed to their success.

The remainder of the book is devoted to a comparative study of the wage plans adopted by the commonwealths in the United States. The last chapter